

Number 121 • July 2023 • £0

Small 4 x 4s

free  
car  
mag

Yuri Bezmenov



ELECTRICITY  
CARS • CLIMATE  
CON • ULEZ •  
15 MIN PRISONS

why everything is rubbish



+Micro 4 x 4s

*Flyscreen Queen*.co.uk  
Keeping Bugs out of Britain's Homes





# THEY DRIVE



PUT ON YOUR FCM GLASSES

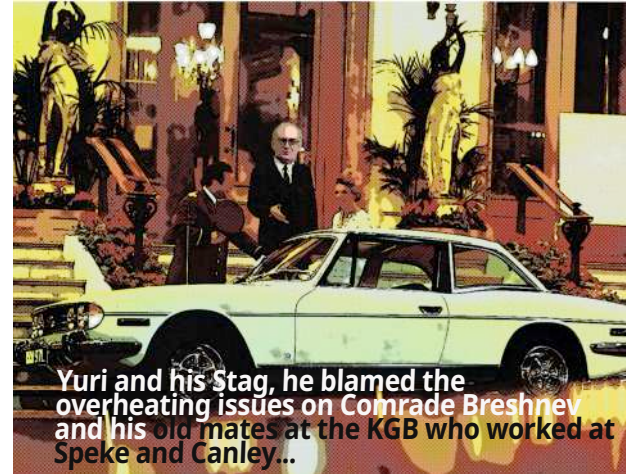


NUMBER 121 / 2023



# Freeetorial

**W**e are in a war. A war over the truth, for our cars and for our lives. The third World War started a long time ago and one man called it. You may not have heard of Yuri, but he is worth checking out. It explains all the daft stuff going on right now from electricity cars to the climate con. Otherwise we are doing smallish 4 x 4s plus building a Lego Landie and If we are not careful that will be the only vehicle you will legally be allowed to own. See you next time...



Yuri and his Stag, he blamed the overheating issues on Comrade Breshnev and his old mates at the KGB who worked at Speke and Canley...

**toad on the Road**

He's a hi-viz wearing amphibian with a motor and a croak...

40

I WAS RESPONSIBLE FOR 523 STRIKES

RED ROBBO ALSO HAD A HAND IN THE LACK OF ALLEGRO BUILD QUALITY\*

YURI BEZ WAS RIGHT, OK HE NEVER MENTIONED MOTORS WE DID...

ANY REDS UNDER THE BED WHERE YOU LIVE?

www.freecarmag.com

\* FUN FACT DARLEKS DESIGNED THE VANDEN PLAS

BY JAMES RUPPERT

the 200 year on the Motorist

James Ruppert

de motorized

the 200 year on the Motorist



**James Ruppert**

EDITOR james@freecarmag.com

Cover Credits: Free Car Mag • British Leyland • Twisted • Stellantis

## THE TEAM

**Editor** James Ruppert  
**Publisher** Dee Ruppert  
**Sub Editor** Marion King  
**Product Tester** Livy Ruppert  
**Photographer** David Milloy  
**Web Design** Chris Allen  
**Road Test Editor** Shahzad Sheikh  
**Reporter** Kiran Parmar  
**Tel** 0788 540 1977  
**Email** contact@freecarmag.com

Free Car Mag is distributed free.



©2023 Free Car Mag Limited The publisher makes every effort to ensure that the contents are correct but cannot accept responsibility for errors and omissions. Unless otherwise stated competitions and promotions are not open to readers outside of the UK, please see terms and conditions online.



**The Only  
Pro Motorist  
Car Mag in the  
Universe**





# Shelsley Walsh Hill Climb

**S**hahzad Sheikh was invited by Motul, the global French company that makes oil and lubricants for cars, and has traditionally had strong motorsports connections, to take part in a session with the Shelsley Walsh Hill Climb Driving School located in Worcestershire, close to Birmingham. Never having been there before, I jumped at the chance, even when it was suggested that I take my own car, a classic 1989 BMW 325i SE

(E30). While I do use the car regularly, if not quite as a daily driver, I have never actually driven it hard around any kind of motorsports facility since I got it in March last year. I do try to ensure it is well-maintained and looked after as well as possible, it is a 33-year-old car, and old cars do occasionally have problems. **Read the full review and watch the film presented by Shahzad Sheikh at [www.freecarmag.com](http://www.freecarmag.com)**





# Healey 3000 goes Electric



A pair of stunning and beautifully restored Austin Healeys sit awaiting my attention. The Blue car is a 1965 Healey 3000, and the white car is a 1957 100/6. It's a bright sunny day, we're in the very heart of London, and I'll be driving both. But these aren't ordinary classic British roadsters. They're hiding a secret. Some would say it's a surprising secret, others might call intriguing, interesting, delightful even. However, yet a few might

describe it as a dark and terrible secret. You see their engines have been ripped out and replaced with an electric motor and batteries harvested from a Nissan Leaf EV. **Read the full review and watch the film presented by Shahzad Sheikh at [www.freecarmag.com](http://www.freecarmag.com)**





# Hot Wheels Approved



The chance to have your car perfectly recreated as a Hot Wheels die-cast toy is back along with new opportunities for all UK fans to be a part of the growing Hot Wheels Legends Tour. For the first time, the Hot Wheels Legends UK final will be open to the public to watch, taking place at RADwood at Bicester Heritage on 2nd September. Also new for 2023 is the first-ever fan vote, with enthusiasts having the power to select one entry from a shortlist drawn up by media partner Hagerty, to be fast-tracked to the UK final.



## Your Car a Legend?



# Diecast Model for the masses

## Scale Models

**F**To become a unique part of the Hot Wheels story, which has witnessed over eight billion toy vehicles roll off its production lines over the past 55 years, entrants simply need to upload a short video and brief description of their build, highlighting its creativity, authenticity and 'garage spirit'.

Vehicles can be new or classic, road or track, with the winner entering the hallowed Hot Wheels Garage of Legends and securing a firm claim to fame in popular car culture history. Entry is quick and easy: simply upload a short video and brief information at [www.hotwheelsuklegendstour.co.uk](http://www.hotwheelsuklegendstour.co.uk)





Why Bad things happened

# Yuri Bezmenov+ British Fail-land



In case you wondered why our car national car industry has been undermined and destroyed, electricity vehicles have become the only acceptable way forward, and climate change is now a religion, one man explained how this would happen in 1984. Few listened.





**Y**uri Alexandrovich Bezmenov was a Soviet KGB officer who defected to Canada in 1970. He calmly and patiently explained just how the West was being undermined without a shot being fired. Very few people listened and the evil Rusksies plan continued apace. Uploading an interview he gave in 1984 to that new fangled You Tube in the mid 2000s brought the late Bezmenov (he died in 1993) to prominence.

In exile he became an author, using the name Tomas David Schuman, questioning communism and celebrating freedom in the West. Interviewed by G.Edward Griffin in 1984, the encounter was entitled 'Soviet Subversion of the Free World Press' and was broadcast as a documentary. In the interview, Bezmenov explained the methods used by the KGB for the gradual subversion of the political system, mainly in the United States.

What became clear is that the KGB was not really concerned with the cloak and dagger secret squirrel spy stuff. No, the majority of time and money was spent playing the long game. So it was all about ideological subversion, taking active measures and effectively conducting psychological warfare. Demoralise your enemy and change their minds. Make them believe the unbelievable, because that's where we are now.

According to Besmenov, "What it basically means is: to change the perception of reality of every American to such an extent that despite of the abundance of information no one is able to come to sensible conclusions in the interest of

defending themselves, their families, their community, and their country."

Bezmenov described this process as "a great brainwashing" that has four basic stages. The first stage is called "demoralization" which takes from 15 to 20 years to achieve, the minimum number of years it takes to re-educate one generation of students that is normally exposed to the ideology of its country. That is why the climate change agenda is so high with school children who are constantly told that the end of the world is coming. This is endorsed by big business and their net zero obsession which is in line with government policy just about everywhere in the world.

Bezmenov used the examples of 1960s hippies coming to positions of power in the 1980s in the government and businesses of America. That is certainly the case now with all the institutions, so teachers, business leaders and politicians who have all been brainwashed. But what with?

Well, the United Nations Agenda 2030 is the roadmap to the end of our prosperous Western lifestyle, as we know it and scrapping of the motorcar. According to the UN themselves, "This Agenda is a plan of action for people, planet and prosperity. It also seeks to strengthen universal peace in larger freedom." Its full title actually is 'Transforming Our World: the 2030 Agenda for Sustainable Development' which came into effect in January 2016. The 'Declaration' agreed upon at the United Nations meeting in New York had 53 points. Be silly and boring to study them all.

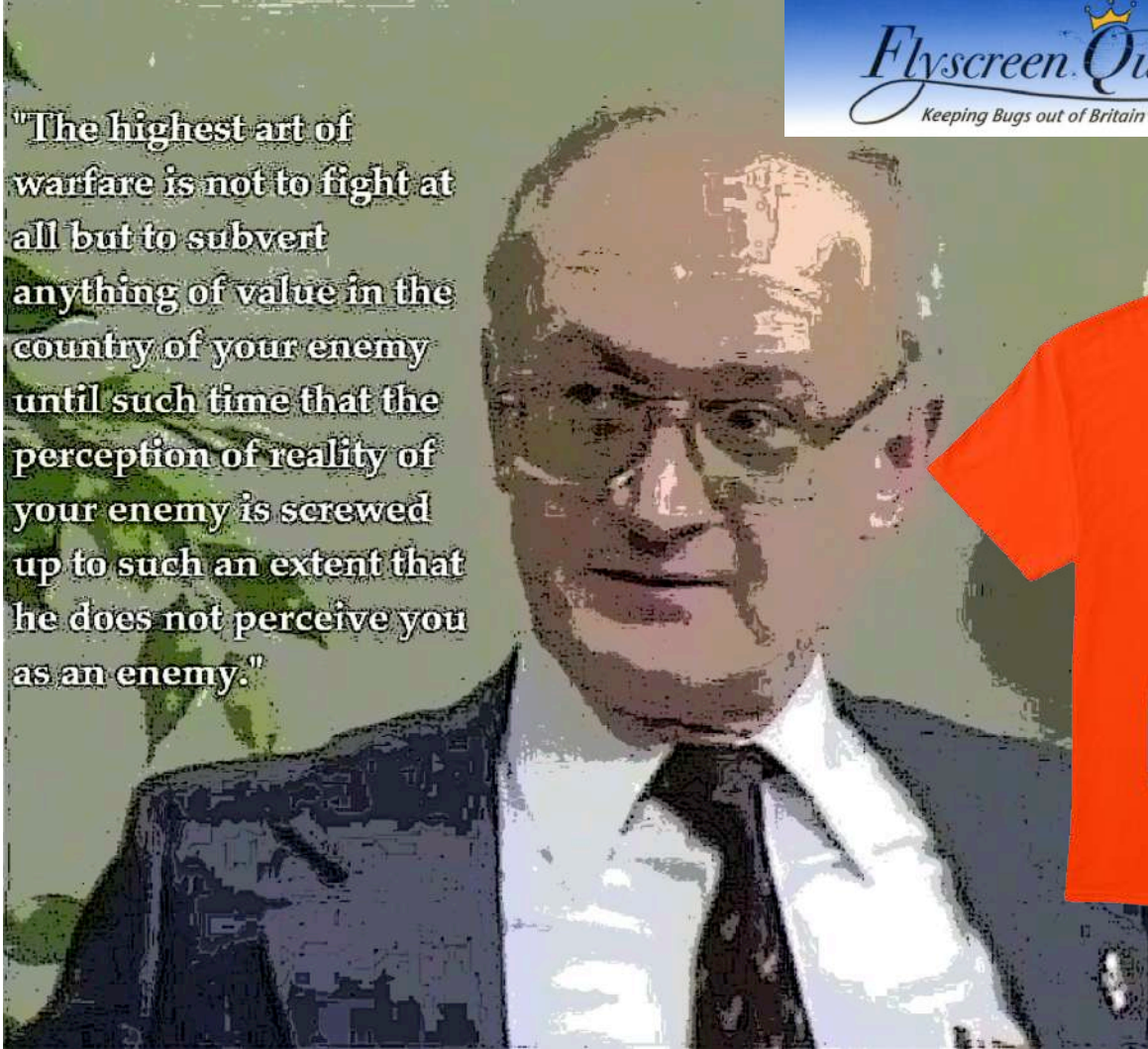


# Demoralisation Destabilisation Crisis Normalisation

You are here...



"The highest art of warfare is not to fight at all but to subvert anything of value in the country of your enemy until such time that the perception of reality of your enemy is screwed up to such an extent that he does not perceive you as an enemy."



If we pick out a couple we can see what's going on right now. **1. Take urgent action to combat climate change and its impacts** Less cars, that's what this means. It is easy. Or at least getting everyone to change their cars for something that is electric, because they tell us that those will save the planet. The alternative is mass public transport, not perfect, but necessary to fight that nasty climate change. **2. Make cities and human settlements inclusive, safe, resilient and sustainable** The UN would much prefer it if everyone lived in densely packed, tightly controlled cities where we would be under twenty four hour surveillance. Easy to boss about and making sure that no one had any personal means of transportation would trap them in a ULEZ hell hole. That seems to be what they are creating right now. Doing the groundwork and making no exceptions for anyone who dares to live in rural areas. **3. Ensure access to affordable, reliable, sustainable and modern energy for all.** What the UN want to do is demonise and also penalise the reliable and let's face it, 100% organic, fuel sources that have served us so well for generations, coal, gas and oil. Fracking and we won't go into any detail at all, is only controversial because the media says it should be. Meanwhile subsidies for 'green' energy solutions are readily funded by governments and that means tax payers. These are schemes that otherwise would not survive in a real world.

Bezmenov also explained why it was so difficult to persuade these people that they might be wrong. "They are programmed to think and react to certain stimuli in a certain pattern. You can not change their mind even if you expose them to authentic information. Even if you prove that white is white and black is black, you still can not change the basic perception and the logic of behaviour.

He went on, "As I mentioned before, exposure to true information does not matter anymore, a person who was demoralised is unable to assess true information. The facts tell nothing to him. Even if I shower him with information, with authentic proof, with documents, with pictures; even if I take him by force to the Soviet Union and show him concentration camp, he will refuse to believe it, until he [gets] a kick in his fan-bottom. When a military boot crashes his balls *then* he will understand. But not before that."

Once demoralisation is completed, the second stage of ideological brainwashing is "destabilisation". During this two-to-five-year period, said Bezmenov, what matters is the targeting of essential structural elements of a nation: economy, foreign relations, and defence systems. That may explain just why the slavish devotion to net zero has meant that there is a lack of power infrastructure in the United Kingdom, no new reservoirs or nuclear power stations. The Green movement, influenced by the old Soviet Union, from an idea propagated in Nazi Germany,





## Maxi. More a way of life.

Your way of life demands a lot of a car.  
The Austin Maxi is a lot of car.

It's a very comfortable, roomy saloon when you need a saloon. Inside, standard features like fully adjustable and reclining front seats and wall to wall fitted carpeting complement a distinctive exterior styling.

The transverse power unit and front wheel drive give you all the performance and road-holding you could ask for, with five speed gearing to save petrol in the fast lane.

Simply fold the rear seat forward and you convert your saloon into an estate: over 44 cu. ft. of load space through a wide opening counterbalanced tailgate.

You can pack people, possessions and problems comfortably into a Maxi. And after all, you get out of life what you put into it.



### Austin Maxi





has certainly done its job.

Indeed, the industrial heartland of this country and specifically the car industry was undermined by the Communist inspired union leaders in the 1970s. Don't believe me? Read 'Ford Strike' by John Matthews, published in 1972 by Panther Press, a more right on version of Penguin. Not surprisingly, it's a paperback about a strike at the Ford factory in Dagenham, which happened in 1971. It was written from the "workers" point of view.

There is much detail about the fairly petty grievances that led to mass walkouts and summed up the gulf between management and worker. Such as a convoluted scenarios that saw a foreman doing a material handler's job: handling material obviously because the handler wouldn't be doing any handling. Then the material handler refused to handle said material again, in protest at the unauthorised handling. He was suspended and everyone walked out.

Proof of union involvement with Soviet Russia is considerable. James Larkin Jones, known as Jack Jones, was a trade union leader and General Secretary of the Transport and General Workers' Union. He was suspected of passing confidential information to the Communist Party. MI5 had a secret file on his activities and the KGB regarded him as an 'agent'.

According to Christopher Andrew's book, 'The Defence Of The Realm', the MI5 director general, Sir Martin Furnival Jones, was deeply suspicious of the union leader's links with the Soviets. Since the 1940s he had taken money in exchange for information.

American owned Ford, might have survived but they no longer make cars in Britain, while every

other manufacturer of volume cars have perished or are foreign controlled.

The third stage in this dastardly plan is "crisis." It would take only up to six weeks to send a country into crisis, explained Bezmenov. The crisis would bring "a violent change of power, structure, and economy" and will be followed by the last stage, "normalization." That's when your country is basically taken over, living under a new ideology and reality.

There was a manufactured pandemic which led to a real change in the power structure when all Western governments became dictatorial. This has resulted in us living in a normalised state of acceptance.

The people are too cowed, bored and brainwashed to make any change. The Soviet Union may not be in charge, but something far worse is exercising power over us. Politicians who are beholden to the dictates of the United Nations, World Health Organisation and the World Economic Forum are telling every one what to do and how to live. Whether it is existing in Low Traffic Zones for their own good, driving electricity cars to save the planet and being reduced to poverty by following illogical net zero policies, clearly Bezmenov was right.

The trouble is that demoralisation was 'irreversible' and that America was done in 1984. To look at the state of that country now that is probably correct and it will take generations to recover. Right now facts are ignored, feelings are paramount and the slow walking paint spraying XR miserablists have nothing to do with Fast Fords. . **It is worth taking the time to watch the interview The Four Stages of Ideological Subversion** <https://youtu.be/yErKTVdETpw>



**Pocket Sized 4 x 4**

# Panda 4 x 4

To celebrate its 40th birthday, FIAT has decided to launch a new special limited edition called '4x40', but we won't be getting one...sadly



# is 40





**F**IAT Panda 4x4, since its launch in 1983, has always embodied a revolution for the industry, immediately becoming a legend in the making. To celebrate its 40th birthday, FIAT has decided to launch a new special limited edition called '4x40°'.

A collector's edition, which will be produced in 1,983 exclusive units in honour of the year the FIAT icon was born. The new version will continue to be devoted to those who want to move safely on dirt and snow-covered roads, driving a reliable and comfortable car, even though its size and fuel consumption are limited. Consistency it's the keyword here. Remaining a top of the range unique limited 4x4, the new version will be inspired by its iconic legacy, 40 years of undisputed commercial success that endures and shows no sign of decreasing: almost 800,000 units of Panda 4x4 sold from 1983 and old leader in 4x4 A-segment with 10% historical sales mix.

#### ***Fiat Panda 4x40°: an upgrade in terms of equipment and look***

Still remaining iconic, innovative, agile, compact, and unstoppable, Fiat Panda 4x40° boasts a unique and bold equipment in both its exteriors and interiors. In its Cross body, Fiat Panda 4x40° provides an elegant Ivory solid body paint, enhanced by the 15" bicolor Style Wheels and black mirror caps. The external body is enriched with painted side moldings with 4x40° red logo, celebrating stickers portraying car silhouettes of original and current Panda and the 4x40° badge on B-pillar. Ivory is also the

main interiors protagonist, coloring the dashboard and soft touch inserts in the seats. The latter are also embellished with celebrating icons, 4x40° logo on the upper fascia seat backrest, red double stitching and recycled fabric on central inserts.

On top of its dedicated details, the 4x40° limited edition also includes the characterizations Cross specific, for those who also use their car to explore the great outdoors. It is complemented by front fog lights and DRL LED, privacy glass, front red tow hooks, black roof bars, which accentuate its sporty look. It also offers good habitability and comfort thanks to five seats with three rear headrests, driver seat height adjustment, leather steering wheel and gear shift knob. To ensure a pleasant and joyful drive, without giving up on safety, it is equipped with radio DAB 7" touchscreen with CarPlay/Android Auto, auto air conditioning, electric and heated door mirrors, dusk and rain sensors and rear parking sensors.

The new Panda 4x40° will be available in the following Markets: Italy, France, Germany, and Switzerland. That's a shame.

#### ***Panda 4x4: birth of an icon***

Retracing the history of the Fiat Panda 4x4 means leafing through the memory album of a forty-year-old that has been able to ride time while evolving, yet always remaining true to itself. The history of the









successful model began when FIAT decided to create a car that was small on the outside but big on the inside, beautiful to look at, pleasant to drive and unbeatable in terms of price. The concept is a success, immediately appealing and lasting over time. The outcome is due to the car's vibrant and playful personality, ideal for everyday use in the city, but at the same time suitable for motorway stretches.

Fiat Panda 4x4 also has an adventurous soul, thanks to its 'off-roader' nature which allow drivers to tour the world and tackle raids, confirming its great endurance and total reliability.

Prefiguring SUVs major move of the automotive markets, the Fiat Panda 4x4 gave access to unlimited mobility to all, attracting heterogeneous customers in terms of taste, age, and mobility needs. Another proof of the Brand's recognized social relevancy in developing products.

### **Three generations of successful models**

Since its launch in 1983, many models have been introduced to the public, offering three increasingly fresh, seductive but always consistent generations: the first one including Sisley and Country Club between 1987 and 1995; the second one with Cross in 2005, which contributed to the great success of the Panda 4x4 gamma thanks to its similar huge SUV style but with the benefits that only a compact car can

provide. And finally, the third generation, with gems such as New Cross in 2014 and PanDAKAR in 2017. Or the Fiat Panda Trussardi launched in 2019, the first luxury Panda to spring from the partnership between FIAT and a fashion house.

A legend that also lives on thanks to its loyal and passionate community of Panda 4X4 owners who, for example, broadcast their adventures on social networks, contributing to the creation of a timeless icon.

A timeless myth, which with its birthday is capable of reminding FIAT and enthusiasts of how embracing tradition but still having an avant-garde eye is the secret to create a revolutionary legacy and to become a legend.





Modded Micro 4x4

# Jimny Modtrix Experience

**TWISTED**®





# TWISTED®



**T**wisted Automotive (Twisted), the Yorkshire vehicle modification specialist, confirms plans to launch a Suzuki Jimny. It's the first time in the company's 21-year history that sees it carry out full conversions on a vehicle other than the classic Land Rover Defender. Indicative pricing for the Suzuki Jimny, redefined by Twisted, is sub-£50k + VAT. Alongside full builds, Twisted has confirmed it will tailor customers' vehicles. Twisted's initial offering will be the two-seater Jimny Light Commercial Vehicle (LCV). However, additional variants haven't been ruled out. The base Jimny

LCV has a 1.5-litre K15B engine with 5-speed manual transmission, 863-litre load area compartment with flat floor and safety cargo partition, air conditioning, ALLGRIP PRO selectable 4WD with low transfer gear, Dual Sensor Brake Support, and cruise control with speed limiter.

Specific technical details of the Twisted modifications will be released as the development vehicles are signed off later in 2023. To reserve a build slot for a Suzuki Jimny, redefined by Twisted, contact [info@twistedautomotive.com](mailto:info@twistedautomotive.com)



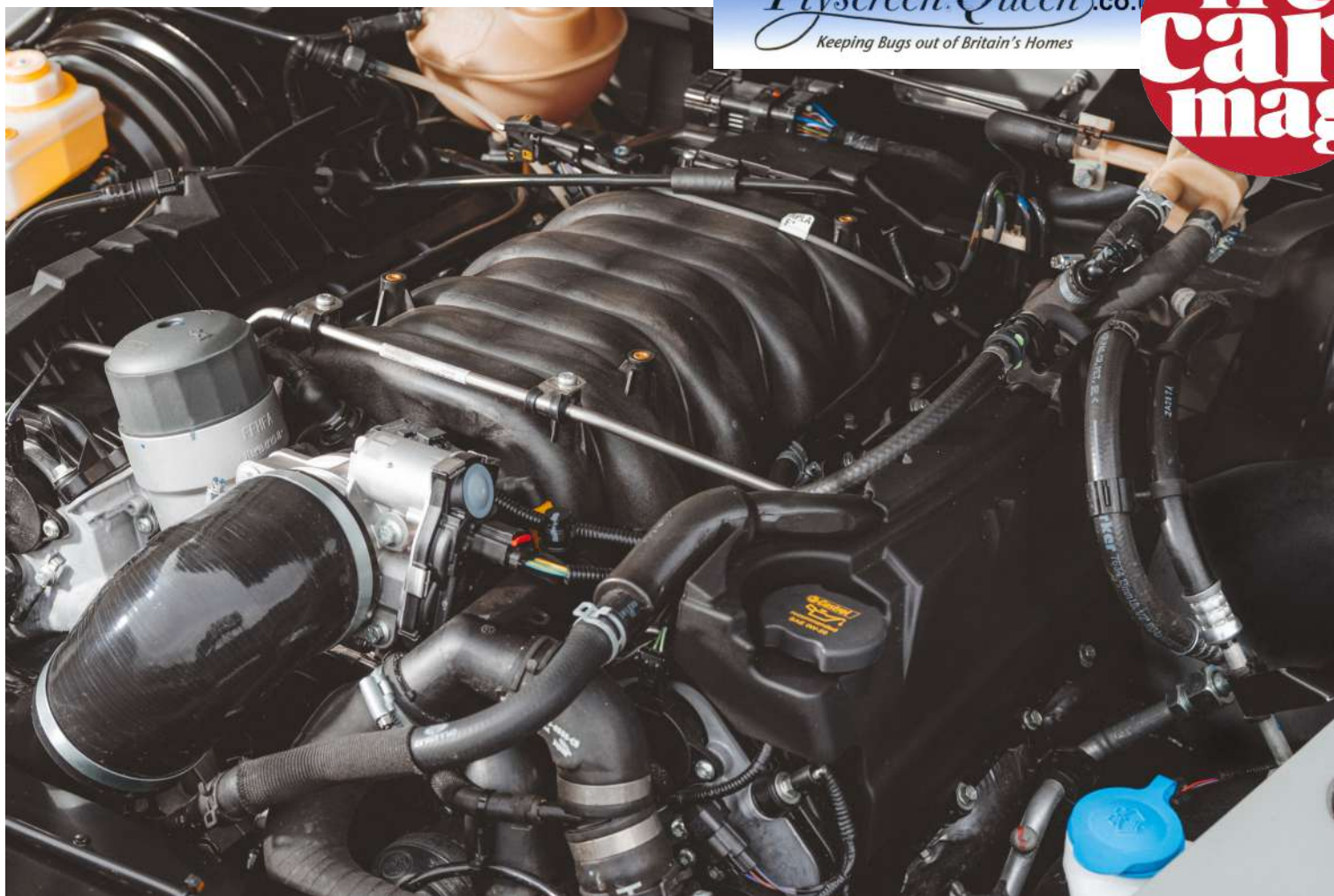
Land Rover

# Islay V8



CLASSIC DEFENDER WORKS V8 ISLAY EDITION IS THE FIRST HERITAGE SPECIAL  
EDITION WORKS V8 FROM LAND ROVER CLASSIC, INSPIRED BY SPENCER  
WILKS' PERSONAL VEHICLE FROM 1965





**T**he Classic Defender Works V8 Islay Edition is inspired by a Series Ila Land Rover owned and used by Spencer Wilks, that now forms part of the Land Rover Classic collection, and the Hebridean island where he holidayed.

The Wilks' Laggan Estate on Islay was used to test early prototypes and in 1947, while driving his heavily modified Rover across the rugged landscape, the estate's gamekeeper remarked that it must be a "Land Rover", thus the name was born.

Based on the same technical specification as the Classic Defender Works V8, the Islay Edition is powered by a 405hp 5.0-litre V8 petrol engine mated to an eight-speed ZF automatic transmission. Each one is comprehensively restored, re-engineered and upgraded, utilising donor vehicles from 2012-2016. Each carefully crafted and hand-assembled vehicle provides a unique proposition to discerning clients looking for a truly luxurious, comprehensively engineered, collectible classic Defender, direct from the original manufacturer.

The Works V8 Islay Edition will be limited to 30 examples, all Station Wagons, with 17 available as a 90 short wheelbase and 13 available as a seven-seat 110 version.

In 2023, we celebrate 75 years of Land Rover. Spencer Wilks and the Isle of Islay are an important part of our history, and the Classic Defender Works V8 Islay Edition is a fitting way to help us celebrate a landmark anniversary. It references a special vehicle in our collection, Spencer Wilks' beautiful Series Ila, and is

influenced by the special products and incredible nature of Islay itself. The authenticity, modern engineering, and exquisite execution from our skilled engineers and technicians, make this limited-edition Classic Defender a very special vehicle for our discerning clients looking for the ultimate heritage Land Rover.

#### **TIMELESS EXTERIOR**

The Classic Defender Works V8 Islay Edition is finished in Heritage Grey – informed by the Mid Grey paint of Wilks' original vehicle – with a contrast roof and heavy-duty steel wheels finished in Limestone. The wheelarches are also finished in Heritage Grey for an even more refined exterior design.

Traditional Land Rover logos and badging are finished in body colour and there's a classic-style grille, familiar from the run-out Defender Heritage Limited Edition, while rear mudflaps also feature the iconic heritage branding.

Unique to the Works V8 Islay Edition is a side graphic reading 'GXC 639C' – the registration of Wilks' Series Ila – which provides a subtle nod to the vehicle that inspired this themed version of the ultimate classic Defender.

As has been the case for previous editions of Defender Works V8s, the Islay Edition features modern enhancements including LED headlights for enhanced visibility. These technical additions extend to comprehensive enhancements under the skin, which include uprated suspension and braking systems, tailored for superior on-road performance and dynamics.



## Full Fat V8







## AUTHENTIC INTERIOR

The interior of the Classic Defender Works V8 Islay Edition is where the vehicle's connection to the Isle of Islay, the origins of Land Rover (including the genesis of the Land Rover name itself), really comes to life, with thoughtful touches and incredible attention to detail.

Luxurious Land Rover Windsor Ebony leather covers the Premium Defender seats, side trim, doors, roof lining and dashboard. A body colour detail surrounds the centre console and Classic Infotainment System, the latter incorporates modern functionality such as satellite navigation, DAB radio and Bluetooth into an original display and fascia. The same Heritage Grey body colour surrounds the pistol shifter gearlever for the eight-speed ZF automatic transmission.

Beside the gearlever is a plaque detailing the story of how the Land Rover name came to be, when the estate gamekeeper, Ian Duncan, is reported to have exclaimed to Wilks – who was testing a heavily modified Rover that would become the Series I on Islay's Laggan Estate – that it must be the new “Land” Rover he was driving. In addition, the Land Rover heritage logo is embossed on the steering wheel and seat headrests. Meanwhile, unusually for a Classic Defender, all the footwells are carpeted for an added touch of luxury.

The links to the Isle of Islay are weaved into the thoughtful details found throughout the interior. The shoulder area of the seats, sections of the door cards,

the lid of the central armrest and detail hidden behind the sun visor are all finished in a tactile specially chosen tweed, crafted by the Islay Woollen Mill – providing a unique connection to the location and its place in Defender's history.

The pattern of the tweed features an earthy base that echoes the local landscape. Land Rover Classic chose colours to represent the area, with blue for the sea and the sky of Islay, purple to reference the local heather, and a subtle yellow chosen to reference the peaty grassy landscape. The special fabric also features on a unique pouch in the centre cubby, for stowing small items such as a smartphone.

The central stowage space features a bespoke detail that strengthens the link back to Islay. Its removable tray, complete with leather tabs, features the oak of whisky barrels sourced from the islands award winning Kilchoman distillery.

Each tray features a unique 110mm wooden disc replicating the end of a whisky barrel and is made from a specific piece of the wood that displays the authentic stencilled lettering, meaning every vehicle is a one of a kind. The disc is set into the tray, which is finished in American Walnut wood veneer to complement the whisky barrel oak, with beautiful dovetail joints for an exquisite finish. The specially crafted surround showcases the distillery and Woollen Mill in the same stencilled font, just like a genuine whisky barrel – and



## Land Rover is 75







whisky barrel wood.

Kilchoman Distillery has a family connection to Spencer Wilks, whose granddaughter Kathy Wills established the distillery with her husband, Anthony, in 2005, providing an authentic link between the original vehicle's heritage, its namesake, the beautiful island and the unique features found in the Classic Defender Works V8 Islay Edition. A '639' limited edition whisky is also being produced in honour of the Defender Islay, and each client will be presented with a bottle to enhance their vehicle's collectability.

Oak wood veneer detailing extends to the rear loadspace floor, and the beautifully finished and durable feature meets the same rigorous quality and engineering standards as those used on the latest production Range Rovers. The clock on the centre of the dashboard also mirrors the wood grain of the other features.

Kilchoman Distillery has a family connection to Spencer Wilks, whose granddaughter Kathy Wills established the distillery with her husband, Anthony, in 2005, providing an authentic link between the original vehicle's heritage, its namesake, the beautiful island and the unique features found in the Classic Defender Works V8 Islay Edition. A '639' limited edition whisky is also being produced in honour of the Defender Islay, and each client will be presented with a bottle to enhance their vehicle's collectability.

Oak wood veneer detailing extends to the rear loadspace floor, and the beautifully finished and durable

feature meets the same rigorous quality and engineering standards as those used on the latest production Range Rovers. The clock on the centre of the dashboard also mirrors the wood grain of the other features.

## TECHNICAL SPECIFICATION

The Classic Defender Works V8 Islay Edition uses the same foundations as the Classic Defender Works V8. Each vehicle is a painstakingly restored and rebuilt classic Defender that has been expertly sourced by Land Rover Classic's specialists.

Donor vehicles date from 2012-2016 and Land Rover Classic installs a modern naturally aspirated 5.0-litre V8 powertrain with eight-speed ZF automatic transmission. Offering 405hp and 515Nm of torque, performance is effortless.

The Islay Edition – like the Works V8 – will accelerate from 0-60mph in 5.6 seconds, while top speed is rated at 106mph. Every example is specially selected and reengineered, with the Defender Suspension Upgrade Kit comprising uniquely tuned suspension that's tailored for enhanced on-road comfort and dynamics, with revised coil spring rate and dampers. The Handling Upgrade Kit is also included, which provides uprated Works V8 specification brake discs, pads and calipers for enhanced stopping power.

The Defender Islay Edition was priced from £230,000 for the 90, and £245,000 for the 110.



## Land Rover is 75









**Lego Landie**

# ***Little Brickie***



THE LEGO® TECHNICS LAND ROVER DEFENDER KIT WHICH HAS NOW BEEN RETIRED WAS PUT TOGETHER BY FREE CAR MAG PRODUCT TESTER LIVY. THE RESULTED MODEL IS IMPRESSIVE, SO IMPRESSIVE WE RATED IT AGAINST OUR VERY OWN SERIES 3 AND IT WAS CERTAINLY LESS RUSTY





Free Car Mag's editor was given Lego Technic Defender on the occasion of a significant birthday by overly generous family members. However, because he is certainly inept and definitely lazy, it stayed in its box for a few years.

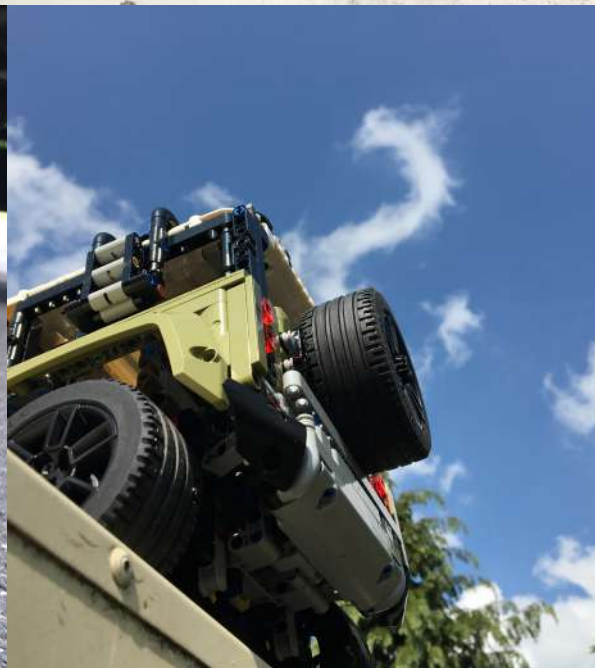
Luckily the Free Car Mag product tester staged an intervention to carry out a full construction and road test. Thanks then to Livy for taking the time and effort to actually put the model together.

According to Livy "It was straightforward, but it pays to be as methodical as you can. Follow the instructions carefully and make sure you have every part and keep it safe." Indeed, there was one part missing. One tiny brick. Livy got in touch with Lego customer service and they were incredibly helpful and popped it in the post. The build took a month or so, obviously not a full time job as there are products to be tested, but the result is certainly impressive. It has a five star reviews which is thoroughly deserved. Oh and just in case you wondered there are 2573 pieces and ideally you need to be 11+ to complete the model.

Unlike so many other models which seem to be just a little contrived and pointless, the breeze block proportions suit the Lego bricks perfectly. The idea ought to be that you could them to make something else, which was always the creative point of playing with Lego. However, these are for grown ups. Grown ups who possibly don't have the space or permission for a real Defender, but this one isn't half bad. The articulation of the suspension is particularly addictive. You can't help pressing each corner and driving it over obstacles. Oh yes, you can drive it thanks to steering and the small wheel mounted on the roof.

If you want one, well just at the moment Lego have to decided to retire it from their range. Based on a 2019 Defender, apparently with assistance from Land Rover themselves. I am sure that it will come back one day, but for the moment Free Car Mag have to decide where it will go in the office. We are quite tempted to stick it to ceiling, or at some jaunty angle on the wall. When that's done we will let you know. With a picture.











# Transport Democracy?

Do you expect to travel when and where you choose?

After all the UK is a democracy, right?

Wrong, Government insists 50 % of journeys should be by walking or cycling!

To persuade citizens they continuously make driving more expensive, more difficult and encourage anti-car programs by providing grants for Local Councils to encourage a choice that only a minority want.

These Government figures show what you as citizens choose for transport.

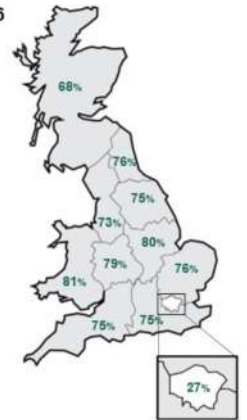
Average trips by purpose and main mode, as a proportion of all modes etc.

Mode	Walk	Pedal cycle	Cars and vans	Other private transport	Bus	Rail	Taxis and minicabs	Other public transport
Commuting	11%	4%	68%	1%	6%	9%	1%	0%
Business	10%	2%	78%	1%	5%	4%	1%	0%
Education and escort education	43%	1%	46%	3%	5%	1%	1%	0%
Shopping	27%	1%	64%	0%	5%	1%	1%	0%
Other escort	12%	0%	86%	0%	1%	0%	1%	0%
Personal business	20%	1%	73%	1%	3%	1%	1%	0%
Leisure	11%	4%	77%	1%	3%	3%	1%	0%
Other, including just walk	100%	0%	0%	0%	0%	0%	0%	0%
All purposes	31%	2%	59%	1%	4%	2%	1%	0%

Chart 5



Chart 6



Perhaps there is a reason for this undemocratic distribution of transport funding this is the national regional distribution of transport mode usage. Remember these are Government numbers yet they continue to fund and state we should park our cars and walk or cycle. It only works in London.

People will always choose the easiest way of travel and clearly it is Car or Van

Support The Alliance of British Drivers on Facebook: <http://www.facebook.com/allianceofbritishdrivers>

Follow The Alliance of British Drivers on Twitter: <http://twitter.com/TheABD>

Visit The Alliance of British Drivers website: <http://www.abd.org.uk/>





# ULEZ Shrinks the economy by £500–800m



Howard Cox, Founder of the FairFuelUK, commissioned the Cebr (The Centre for Economics and Business Research) to analyse the economic impact of the proposed extension of the London Ultra Low Emissions Zone (ULEZ) in August 2023

revenue costs because they represent income to TfL but also includes their admin costs, the total economic cost of the scheme is £569 million.

The key points of the study are:

Moreover these calculations only estimate the direct effects.

The existing ULEZ has an impact on the London economy – we estimate the costs to businesses and consumers are £253 million, though as part of that (£169 million) is revenue for TfL, in economics terms the economic cost (the deadweight loss to consumers and the admin costs) is £199 million.

Since the impact of the Proposed ULEZ on vans is 4.5 times that of the existing ULEZ and hence essentially on business activity, it is likely that the Proposed ULEZ has additional indirect economic effects which we have not taken into account, and that for the extended scheme these could be quite substantial.

Scaling from this we estimate that the Proposed ULEZ has an additional revenue impact of £369 million.

Howard Cox says: “Mayor Khan’s fixation with an alleged air quality improvement scheme that not only needlessly fleeces drivers, sole traders, and low-income motorists, it also rips at least half a £billion out of the Capital’s economy per year. It is way past time, hard pressed Londoners rid themselves of this dishonest career politician and support a new Mayor that will scrap ULEZ for good and get London moving again.”

This means that the total Proposed ULEZ scheme (i.e. both the current scheme and the proposed scheme) has a revenue cost to consumers and businesses of £538 million.

If in addition the economic costs to users are included the total cost rises to £807 million.

Using a different measure, which discounts the



Free Car Mag  
Gets on their Bike..

# ***BANGERNOMICS***



# **Two Wheels Good**

[https://youtu.be/37Zz5X\\_xcNM](https://youtu.be/37Zz5X_xcNM)





# CAR26

CLIMATE . ANALYSIS . REASON

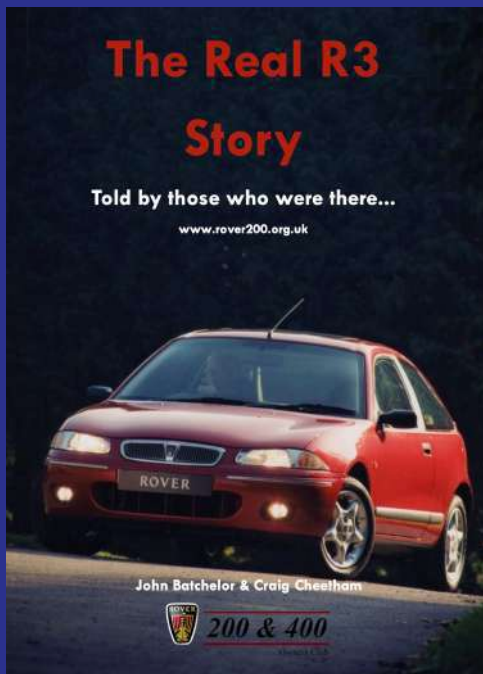
BY 2050, THE WEF  
WANTS 75% FEWER  
PEOPLE TO OWN PRIVATE  
CARS

**CAR26**  
CLIMATE.ANALYSIS.REASON



## FCM Book Club

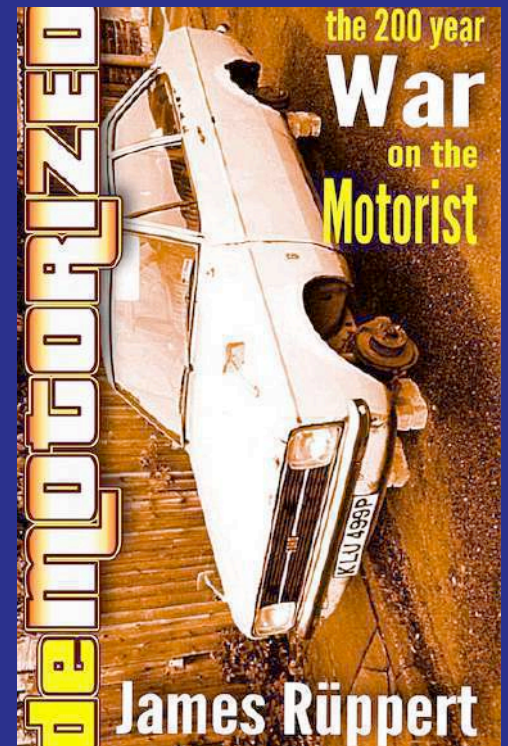
Here are books written by some of our contributors and friends. We would encourage you to go to our related [www.bangernomics.com](http://www.bangernomics.com) Site to buy books and things that support what we do. Sticking up for the Motorist.



To commemorate the 25th anniversary of the launch of the third generation Rover 200 (R3), the Rover 200 & 400 Owners Club has published an 80 page full colour booklet with contributions from many of the Rover Group team that were involved with the development and launch of the car. This booklet is available to purchase online for £10 from the club. <https://www.rover200.org.uk/shop>



Old cars don't die, they simply become Bangers. Affordable, practical and reliable transportation for the people. They don't need to spend a fortune on a brand new motor, get into debt or trapped into a spiral of despair, better known as an easy payment scheme. Others may specifically want a Banger Van, LuxoBanger or Happy Shopper (see inside for details). This Bangerpedia contains 755 models on offer in the UK car market, with descriptions, basic specifications, brief buying tips and a ridiculous rating system. James Rüppert is best known for writing Bangernomics, Demotorized and telling the fine readers of Autocar which used cars to buy every week.

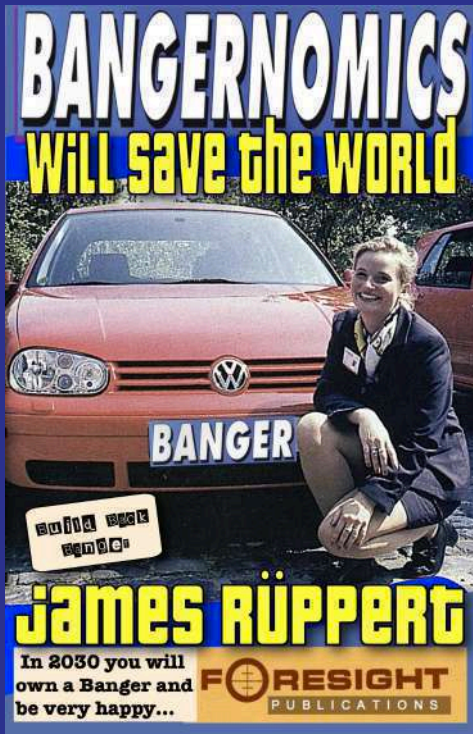


This is the not quite definitive history of how parking became an industry, governments overtaxed motorists, carmakers lied about how safe and environmentally friendly they were and tested their emissions on monkeys and humans. Also why robot cars are so dangerous and electric cars are not the answer. Also, who is behind the ongoing plan to Demotorize the world. Printed in 2020 it predicted the future with terrifying accuracy. Buy it before it gets banned. Now updated with a Chapter all about what happened recently in 2020 to screw the average motorist. **Bangernomics Books** available also as PDFs to download at [www.bangernomics.com](http://www.bangernomics.com)

Despite appearances it isn't a fact and stat based history of the boxy Bertone designed version of the British Leyland Mini. The author, Frank Kirtley, does know his cars, but not to the extent that it would bore someone who wasn't into vehicles. The book itself looks great on your bedside table, not least because the cover features a period (1980s) Dutch registered Innocenti 120 with a moon roof and added wing damage, pictured on a dusty European mountain pass. This suggests, as you read a few chapters in, that the story inside may well be 'based on a fairly true story'. Driving around Spain and France in a boxy mini whilst involved in a cold war spy plot is a massive plus point. It is straightforward, there are some twists, but it is delightful to be able to get into the back seat of the Inni and go along for the wild ride.

<https://www.smashwords.com/books/>

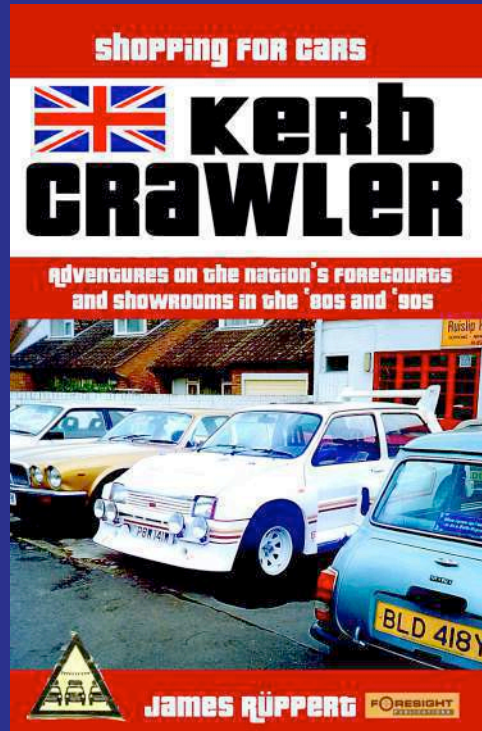




The world of motoring is in a desperate crisis. Demonised, despised and attacked from every wrong thinking government, local authority, pressure group and even car manufacturers themselves. Bangernomics is here to bring motoring back to the masses, saving time, money and automotive headaches. James Ruppert has been banging on about this to anyone who will listen since the 1980s and now squashes together the original Bangernomics, Bangernomics Bible and Bangernomics Diet into one easily digestible guide to buying and running an older cost efficient automobile. As our freedoms are being crushed and especially the right to travel it is more important than ever to have our own means of getting around in an independent, safe and truly affordable manner. As every right thinking intelligent motorist knows only **Bangernomics will save the World.**

Get the digital version for £1 from...

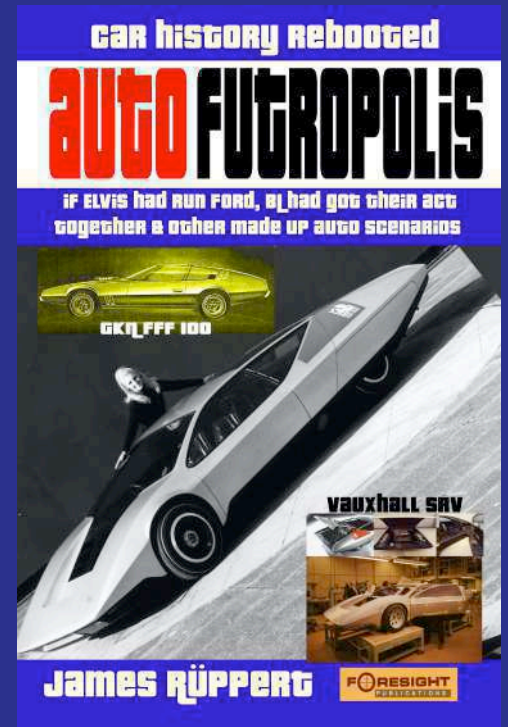
[www.bangernomics.com](http://www.bangernomics.com)



Shopping for cars can be a full time job, well it was for me anyway. In the pre Interweb age it meant actually going to look at cars for sale. It meant talking to the blokes selling the cars face to face. You learned loads lot doing it that way. With the benefit of hindsight and a time machine, some cars look cheap now, but they could well have been pretty expensive then. Find out how I got sued by one of the 'stars' of the Italian Job, was told off by the Deputy Prime Minister, found out what the worst car Sir Ian Botham ever owned was, and that time I lent my car to Bjork. Plus there are excursions around the UK that includes buying a car in Scotland and posting it to to Japan. Also looking for Bangers in Northern Ireland whilst trying to avoid the troubles. Then there is Princess Diana's Escort Ghia and the true origin of the word Bangernomics. There are Cop cars, Army surplus and even the true meaning of motoring life...

Get the digital version for £2 from...

[www.bangernomics.com](http://www.bangernomics.com)

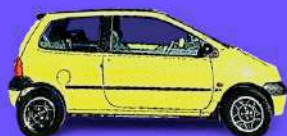


Just imagine if BMC had not been so terrible, that Elvis ran a car company, levitating motors were a reality along with steam powered gentleman's carriages and an electricity car designed by and for gentleladies...well, wonder no more. Here is a fully illustrated book which rewrites and redraws automotive history. As well as old stories revised and refreshed, there are new drawings, stories and much else besides. The alternative histories covers vans, trikes, lorries and pretty much flying cars as well as designers with different careers, the cold war and all sorts of other made up nonsense. There is also some truth. Even the made up tales contain rather a lot of verifiable, fact checkable goodness. Only someone arrogant enough to think they know better would even attempt to rewrite history. James Ruppert is stupid enough to believe that his takes on automotive history would interest anyone else. Except that the column he did for Classic Car Buyer a few years ago certainly triggered readers enough to make him think that they should be revisited in Autofutropolis. [www.bangernomics.com](http://www.bangernomics.com)



# RÜPPERT'S

Modern Classic 1990-2000



# bangerpedia

FORESIGHT PUBLICATIONS

# BANGERNOMICS BIBLE



**JAMES RUPPERT**

Top 219 +1/2  
Professional  
Bangernomics Tips

FORESIGHT PUBLICATIONS

# The German Car Industry My Part in its Victory

Winner: Montagu of Beaulieu Trophy



Foreword: Kenny Everett

**James Rüppert**

FORESIGHT PUBLICATIONS

This really was the golden age for Bangers and absolutely remarkable collection of vehicles, not all of which are regarded as collectible, yet. Bangerpedia contains over 528+ models on offer in the UK car market, with descriptions, basic specifications, brief buying tips and a ridiculous rating system. Not every car produced in the 1990 to 2000 period, but the ones I think are Bangers or perhaps that you should steer clear of. I will have limited numbers that you can buy directly from me (email me james@bangernomics.com for availability) and also a digital PDF version that I will send you a download link to once you pay. I may have some paperbacks which I am happy to sign.

Get the digital version for £2.99 from...

[www.bangernomics.com](http://www.bangernomics.com)

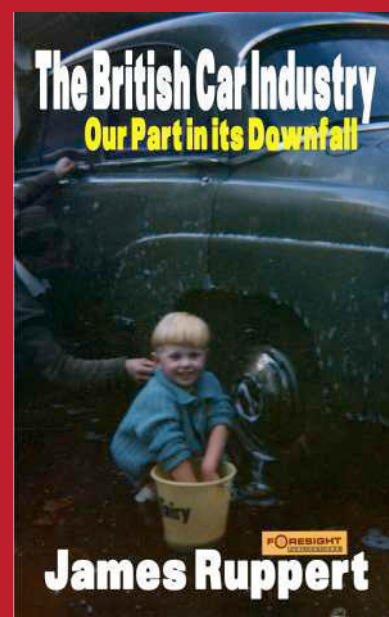
This is a daft book, where the **Bangernomics Bible** has been cut and shut into a collection of almost 220 Top Tips about how to run an older car. Best left in the smallest room in the house for everyone to enjoy. Lots of pictures, not too many words, and possibly the odd thing you didn't already know.

Get the digital version for £1 from...

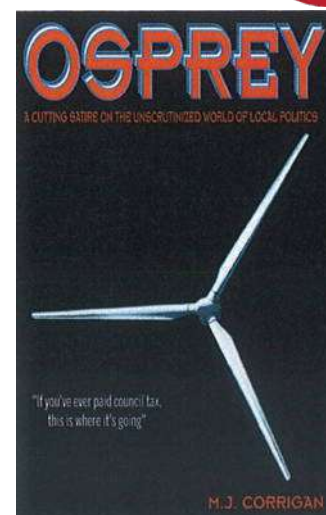
[www.bangernomics.com](http://www.bangernomics.com)

The true story of what happened to the British Car Industry from 1945 until it effectively ended with the implosion of MG Rover in 2005. It occurred to me that my Dads car owning, driving and buying history (from a Triumph Mayflower to a VW Golf) was a great way of injecting some social history into it all. I also wondered whether his decision in the 1970s to buy an Audi triggered the downfall, or was it the inept motor industry management, stupid commie unions or meddling governments. I think we know the answer, but it is fun finding out and there some good stories along the way. There are also tons of small black and white pictures of cars and people from the era, plus all the cars that my Dad bought. Many of the cars featured have become Bangernomics legends.

James Rüppert explains why German cars from the 1980s were quite simply, wunderbar. Because when it came to build quality, reliability and performance every other car made anywhere else in the world was rubbish. Rüppert details how all these companies progressed to the 1980s and just what they did when they got there. Luckily he was there too, flogging BMWs at the prestigious West End Showroom, in Park Lane to yuppies, film stars and anyone else who could afford the non-refundable 10% deposit. [www.bangernomics.com](http://www.bangernomics.com)







**PEUGEOT 205 GTI - CORRIGAN**  
**AMBERLEY PUBLISHING £14.99**

Covers the engineering and design features that made the 205 so special. Within a stylish design, it offered a variety of lively petrol and diesel engines while the suspension, with MacPherson struts at the front and torsion arms with trailing arms at the back, offered excellent ride and handling. Soon the first GTI version was produced with an eager free-revving 1600 engine. In 1986 a 1900 version was introduced. Drawing on his personal experience of driving a renovated Peugeot 205 GTI, Matthew Corrigan also provides advice on restoration, parts, and other ownership tips.

**THE MANCHESTER HEINKEL**  
**MATTHEW CORRIGAN £8.99**

Here is the forgotten story of the only plane to be shot down over Greater Manchester in World War Two. The Heinkel He111 was brought down in a dog fight over Stockport in May 1941 and the plane landed near a farm. Amazingly the four German crew members survived and were One eyewitness, a local solicitor, went over to the site of the crash to help and put the German pilot under citizens arrest. Matthew Corrigan heard the story growing up and was surprised that there was so little records or information about his momentous event, so decided to research and write this book.

**OSPREY - MATTHEW CORRIGAN**  
**EMPIRE £8.95**

OSPREY -- Overhead System Producing Renewable Energy is an audacious scheme to harness high-altitude wind power. Is it a breakthrough in clean energy or a far-fetched fantasy designed to extort millions? Set in recession-hit Manchester, Osprey is a brilliantly satirical novel that lifts a lid on everything from phone hacking to climate change hysteria. Topical, controversial and worryingly believable, OSPREY is a tale of panic, greed and people on the make.

**The Ultimate**  
**Classic Car**  
**Quiz Book**



**The questions, the answers,**  
**the stories...**

**by David Milloy**

**THE ULIMATE 'BOOKS' BY**  
**DAVID MILLOY £8.00**

Packed with facts, trivia and statistics, The Ultimate Quiz Books are the quiz books that not only gives the answer to each of its multiple-choice questions but also tells the story behind it. So if you've ever wanted to know the story behind a certain car being mentioned in a National Security memo to President Jimmy Carter or about a Hollywood filmstar's appearance in a round of the British Saloon Car Championship then the Classic Car is the book for you. If you are a fan of motorsport then the F1 delivers fascinating facts by the hundreds. Not only that, by buying these book, you'll be helping others - the author will donate at least 25% of his royalties to charity. That's another great reason to buy not just one, but both these books. Free Car Mag 'Books' of the year.

**The Ultimate**  
**Unofficial F1**  
**Quiz Book**

**by David Milloy**



**Illustrated by Marcus T Ward**



## FCM Book Club 2

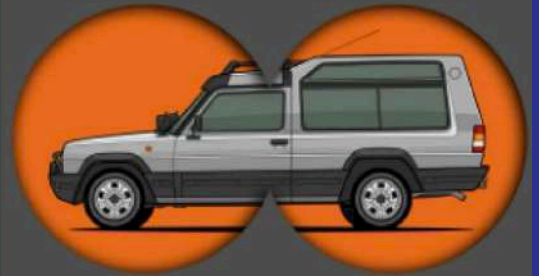
More Books by the better half of the Bangers and Classics Podcast...

David Milloy. A proportion goes to charity which proves what a jolly good egg he is. Do some good and buy some great books.

## LESSER SPOTTED CLASSICS

# 21

GREAT CARS  
YOU (PROBABLY)  
WON'T SEE  
ON THE ROAD



DAVID MILLOY  
Illustrations by Russell Wallis

In Lesser Spotted Classics, motoring writer David Milloy briefly tells the story behind each of twenty-one great cars that are a rare sight on UK roads. David's lucid, well researched text is superbly accompanied by bespoke illustrations – one for each car - by Russell Wallis, a professional illustrator who holds a degree in Automotive Design. It's fun, informative and affordable - no classic car enthusiast should be without it. And by buying it you'll be helping others: 25% of David and Russell's royalties from sales will go to charity. That's the official line, but actually it is all quite true. The illustrations make it, but the choice of classics is inspired. The landscape format is very satisfying to hold and read. Buy it.

## THE ULTIMATE CLASSIC CAR QUIZ BOOK

# 2



The questions, the answers, the stories...  
**David Milloy**

If you loved the Ultimate Classic Car Quiz Book then you will adore Number 2 which is more of the same but with different questions and answers. Buy it. Space left for upcoming Milloy Books...

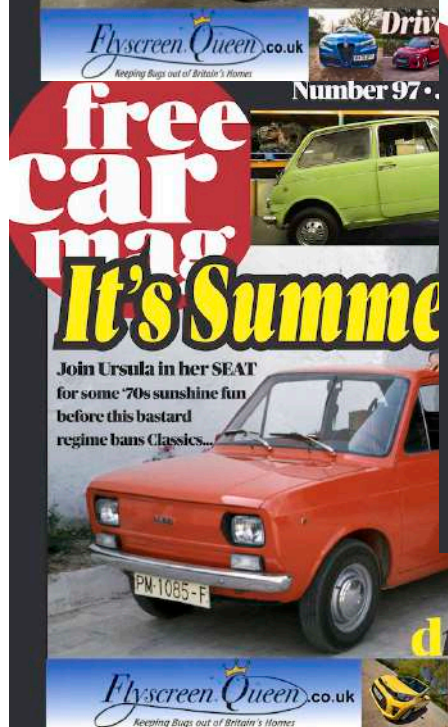


Next Time

# FCM 122

Free Car Mag is now the only pro-motorist mag, so please turn up to see what we might be doing in a month's time. We have no idea about the details except that the stories will reflect what is happening on the front line against autotyranny. See you next time...

FREECARMAG.COM



FREECARMAG.COM



free  
car

Miami

free  
car



Number 104 • February 2022 • £0

free  
car  
mag

Global

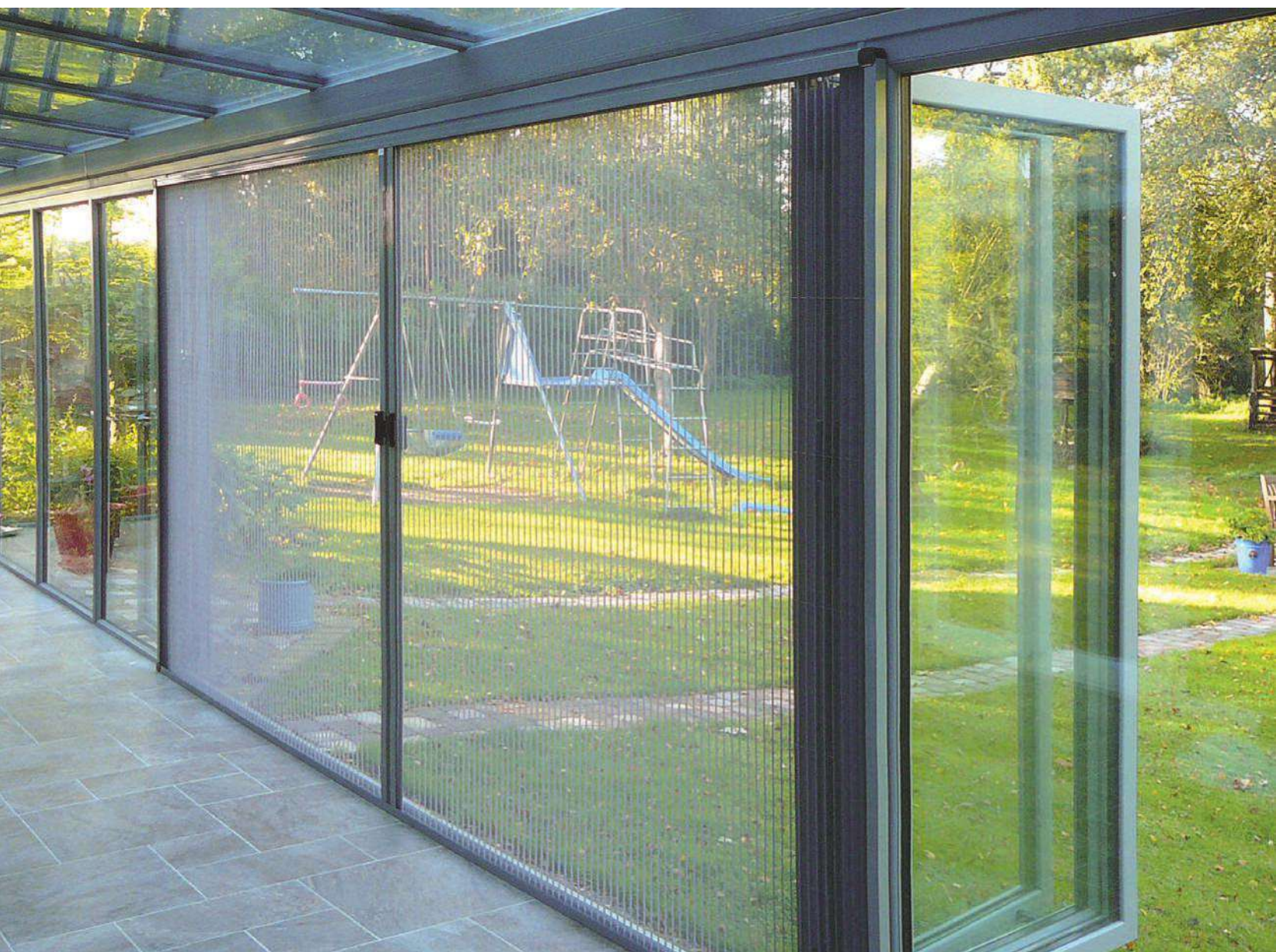
Warming



is Codswallop...







FLYSCREENQUEEN.CO.UK  
01760 441423

FOLDING ROLLER SLIDING AND CHAIN  
SCREENS FOR DOORS AND WINDOWS FOR HOME  
AND BUSINESS, DIY KITS ONLY

